THE B&O MODELER

Volume 7, Number 1 **January/February 2011**





CLASS C-16 LIVE STEAM LOCOMOTIVE RAILROAD PROTOTYPE MODELERS EAST 2010 B&O MODEL PHOTOS

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Cover Photos – Top, Accucraft 1:29 Class C-16 0-4-0T – John Teichmoeller photo. Bottom, B&O 843, Proto 2000 HO scale ALCo FA1 and FB1 models by David Pfeiffer – Ben Hom photo.

AN INVITATION TO JOIN THE B&O RAILROAD HISTORICAL SOCIETY

The Baltimore and Ohio Railroad Historical Society is an independent non-profit educational corporation. The Society's purpose is to foster interest, research, preservation, and the distribution of information concerning the B&O. Its membership is spread throughout the United States and numerous foreign countries, and its scope includes all facets of the B&O's history. Currently the Society has over 1600 registered members.

Members regularly receive a variety of publications offering news, comments, technical information, and in-depth coverage of the B&O and its related companies. Since 1979, the Society has published a quarterly magazine, *The Sentinel*, dedicated to the publication of articles and news items of historical significance. Other Society publications include monographs, calendars, equipment rosters, and reprints of original B&O source material. Their purpose is to make otherwise unobtainable data available to the membership at reasonable cost.

Membership in the Society is a vote of support and makes all of the Society's work possible. It provides those interested in the B&O with a legitimate, respected voice in the railroad and historical communities. By working together, B&O fans are able to accomplish much more than by individual efforts. No matter how diverse your interests or how arcane your specialty, others share your fascination with America's most historic railroad. We invite your participation. Several classes of annual memberships are available, Regular memberships are only $35.00. If you would like to join, visit the website, http://borhs.org/Membership/membership.html to fill out a membership application, print a copy and mail it to:

B&ORRHS
ATTN: Membership
P.O. Box 24225
Baltimore, MD 21227

UPDATES AND ERRATA

ACCUCRAFT 1:29 SCALE LIVE STEAM B&O C-16 0-4-0T "DOCKSIDE"

BY: JOHN TEICHMOELLER
ALL PHOTOS BY AUTHOR



The Model

Look what Santa brought! The so-called "Dockside" switcher (supposedly this name was applied by model railroaders and never used by the B&O) has been produced in many scales. Some modelers, Ed Kirstatter for one, even have a sample of each one (O, S, HO, N and TT). The Chinese have produced a G-gauge specimen that collectors will want. It is made in an electric and a live steam version. Mine is the latter. Here are the specifications:

1:29 scale, 45mm gauge (this works out to about 4' 3.38" so she is slightly "narrow gauge"; so-called "Large Scale" gets a bit confusing with a handful of scales and gauges to represent various standard and narrow gauge prototypes. They are still trying to sort out their coupler standards. I believe 1:29 is designated as "A" scale). The other dimensions pretty closely match the dimensional diagram, subject to my measurement imprecision:

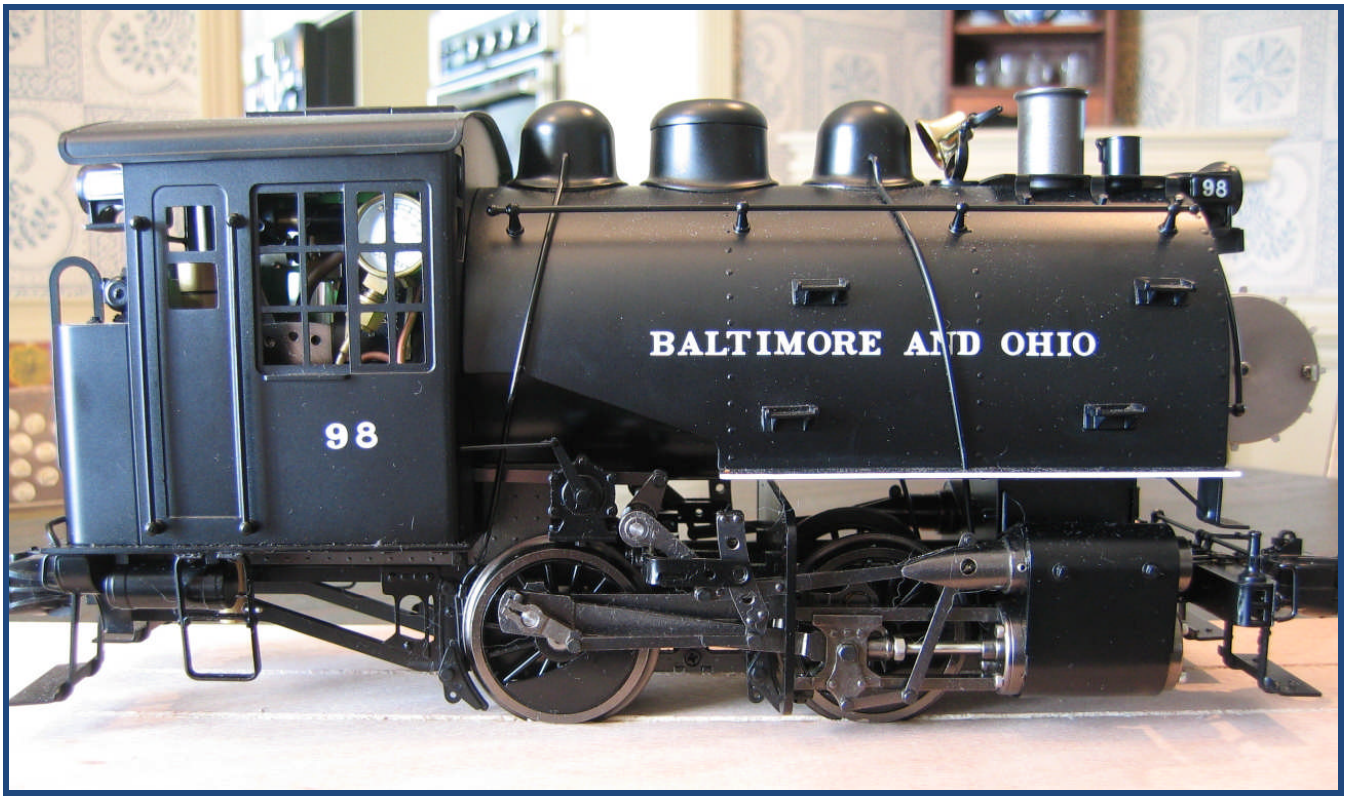
48" drivers (ca. 42mm); wheelbase: 83.3" (73mm, slightly under scale 7'); overall length: 28.4' (297mm between tips of footboards)

Electric

24v DC motor
Directional lights
Die-cast gear box and steel gears
Steel drive rods & wheels
MSRP $895

Live Steam

Butane gas fired
40 PSI
Piston Valves
Water Level Glass
Pressure gauge
Displacement lubricator
MSRP: $995



The rivet counter may be disappointed as there are some lapses that I discovered when I examined the model closely. There may be more. On my live steam version, the turbo generator, headlights and whistle don't work. The Ragonnet reverse gear is not correctly represented. The bell doesn't work. The window sash doesn't slide. The fuel oil filler cap behind the cab is mounted directly below the headlight instead of offset, so you could never add fuel oil. But the hatch on the roof does slide and the roof lifts off for access to the boiler. And I still like it. Ed suggested I display it in a diorama coming out of a flat based on the old Baltimore News American building. Something to think about. Surely I have a corner in some room of the house where this would work. For the time being, it is on my dining room table.

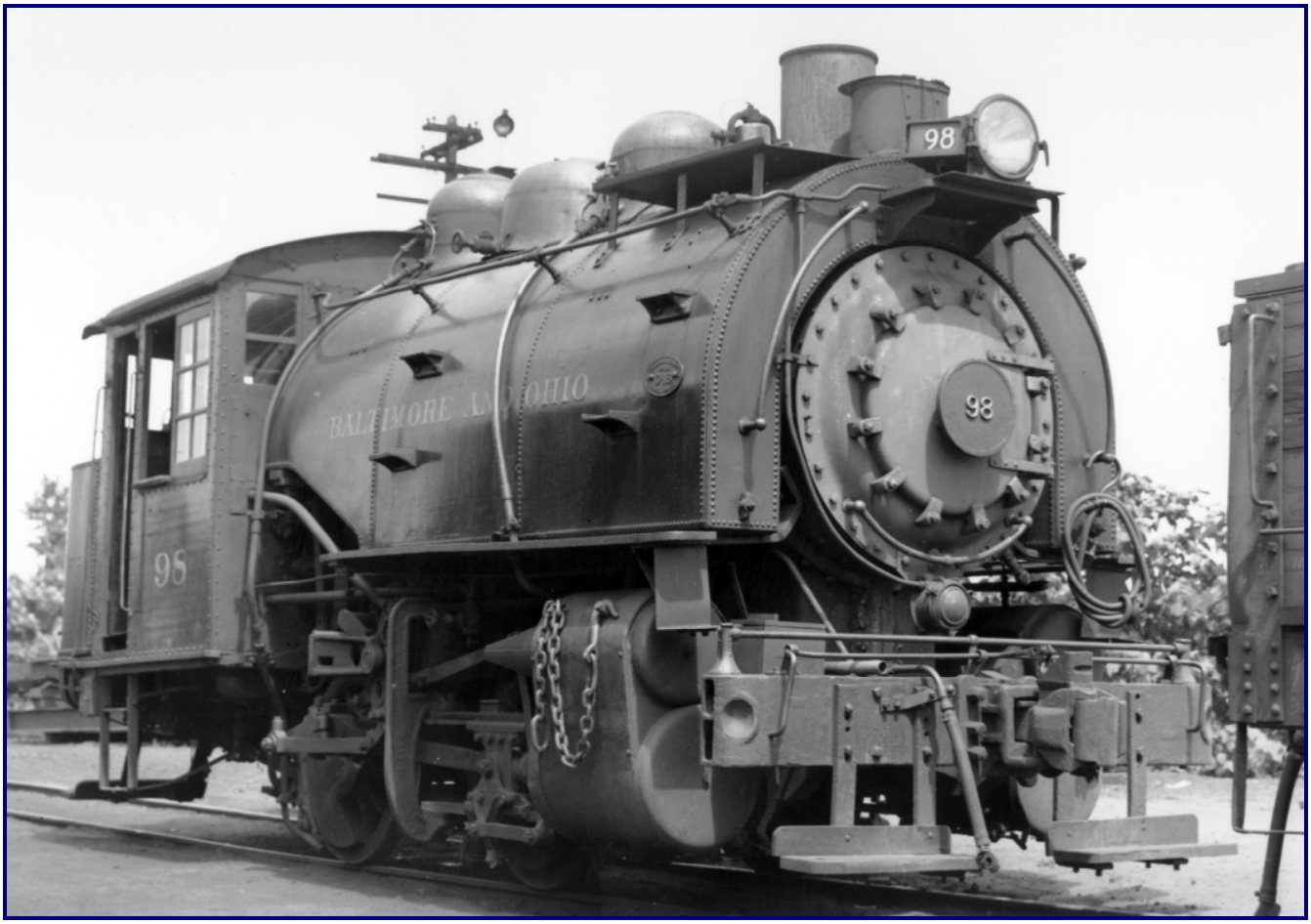
Santa obtained my unit from an Accucraft dealer in Northern Virginia:

Mr. Royce Brademan
Quisenberry Station, LLC
3903 Quisenberry Drive
Alexandria, VA 22309
(202) 422-2892 (cell)

These may be sold out by the time you read this. Years ago, Aster did a live steam version of the B&O grasshopper; I found out about it when I saw it in the model exhibit that was set up at the B&O Museum in 2002, but I have never been able to obtain one on the secondary market, so I figured I'd better snap up this Dockside for my estate sale.

PHOTO STUDY: CLASS C-16 0-4-0T
FROM THE B&O RAILROAD HISTORICAL SOCIETY ARCHIVES

Long familiar to model railroaders, oil-burning tank engines B&O 97 and 98 were built by Baldwin in 1912 as members of Class C-16 (B&O 96-99; 96 and 99 were converted into coal-burning locomotives soon after delivery, and eventually were modified into Class C-16a tender engines in 1926. Assigned to Philadelphia, 96 and 99 were retired by the end of World War II). Renumbered as B&O 897 and 898 in 1950, these locomotives spent their service lives working Mt. Clare by day and Pratt Street by night until 1951.



B&O 98, Class C-16 0-4-0T, Baltimore, MD (Mt. Clare), June 24, 1939 (W. R. Hicks photo, B&ORRHS collection).

More Class C-16 photos can be found in R.N. Nelson's "Rail Operations on Baltimore's Pratt Street, Part 1", Volume 30, Number 1 (First Quarter 2008) issue of *The Sentinel*. (Back issues of *The Sentinel* are available from the Society's Company store at http://www.borhs.org/shopping/index.html .)

Acknowledgements
Nick Fry.

References
Sagle, Larry (Staufer, Alvin, Editor), *B&O Power*, Alvin F. Staufer Publishing, 1964.



B&O 97, Class C-16 0-4-0T, Baltimore, MD (Mt. Clare), May 6, 1947 (Dan H. Hennon photo, Charles Winters collection, B&ORRHS collection).



B&O 98, Class C-16 0-4-0T, Baltimore, MD (Mt. Clare), September 28,1947 (R. H. Payne photo, Charles Winters collection, B&ORRHS collection).



B&O 897, Class C-16 0-4-0T, Baltimore, MD, July 23,1950 (R. G. Dunn photo, Charles Winters collection, B&ORRHS collection).



B&O 898, Class C-16 0-4-0T, Baltimore, MD (Mt Clare), July 23, 1950 (R. H. Payne photo, Charles Winters collection, B&ORRHS collection).



B&O 97, Class C-16 0-4-0T, Baltimore, MD (Mt. Clare), June 4,1935 (B&O photo, B&ORRHS collection).

RAILROAD PROTOTYPE MODELERS EAST 2010 B&O MODEL PHOTOS

BY BEN HOM

ALL PHOTOS BY AUTHOR



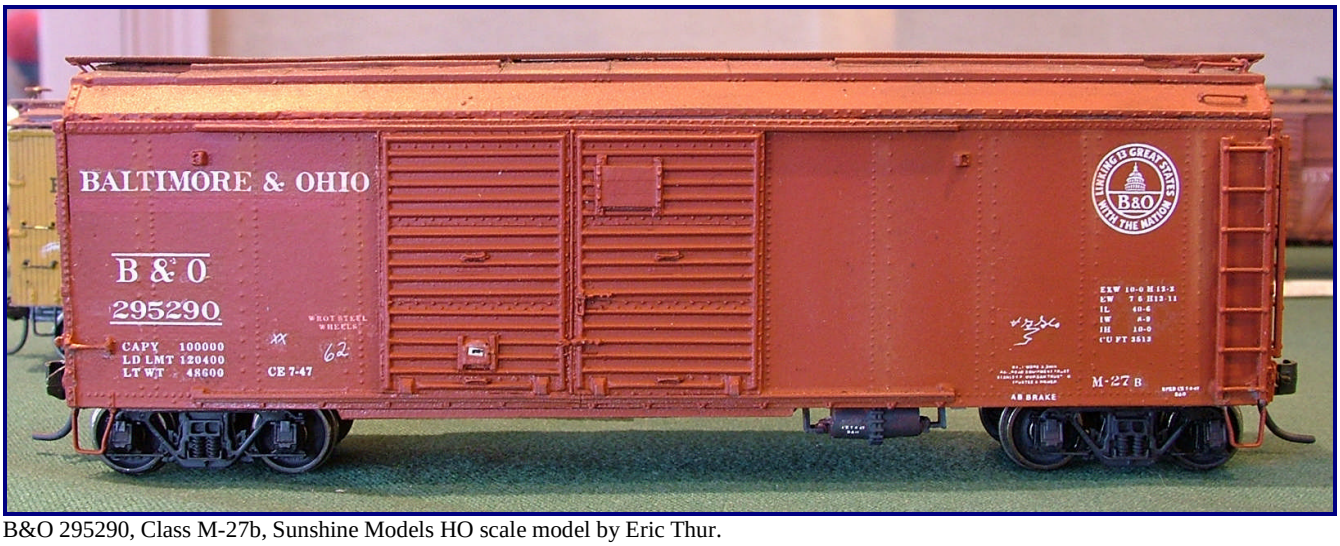
B&O 837, ALCo FA1 and FB1, Proto 2000 HO scale model by David Pfeiffer.



B&O 379001, Class M-15l, Funaro & Camerlengo HO scale model by Eric Thur.



B&O 272789, Class M-26d, Red Caboose HO scale model by Keith DeVault.



B&O 295290, Class M-27b, Sunshine Models HO scale model by Eric Thur.



B&O 380890, Class M-53, Funaro and Camerlengo HO scale model by Keith DeVault.



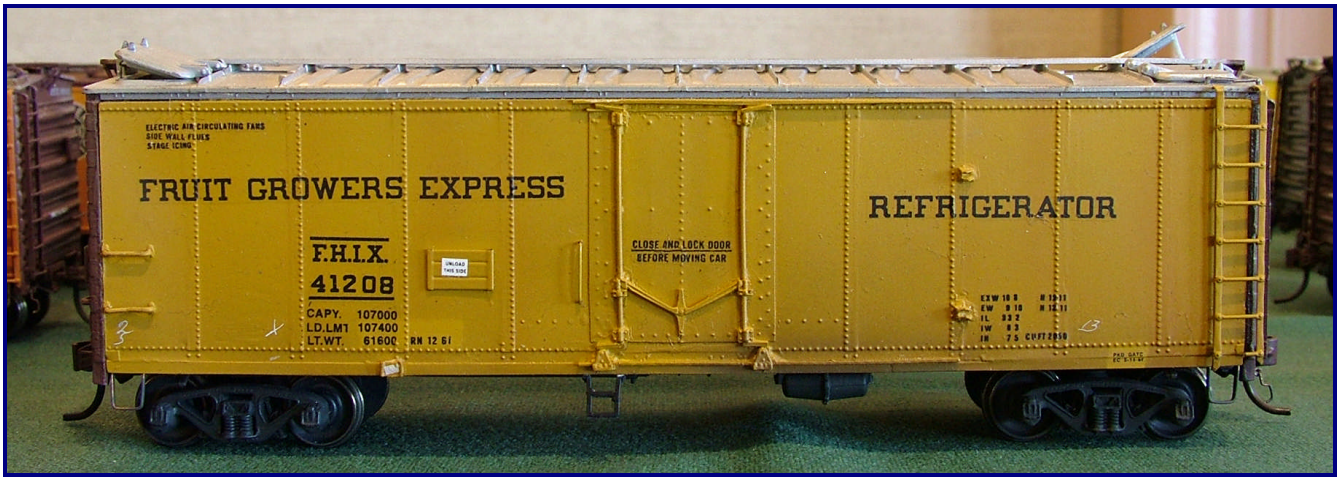
B&O 380554, Class M-53, Funaro and Camerlengo model by Keith DeVault.



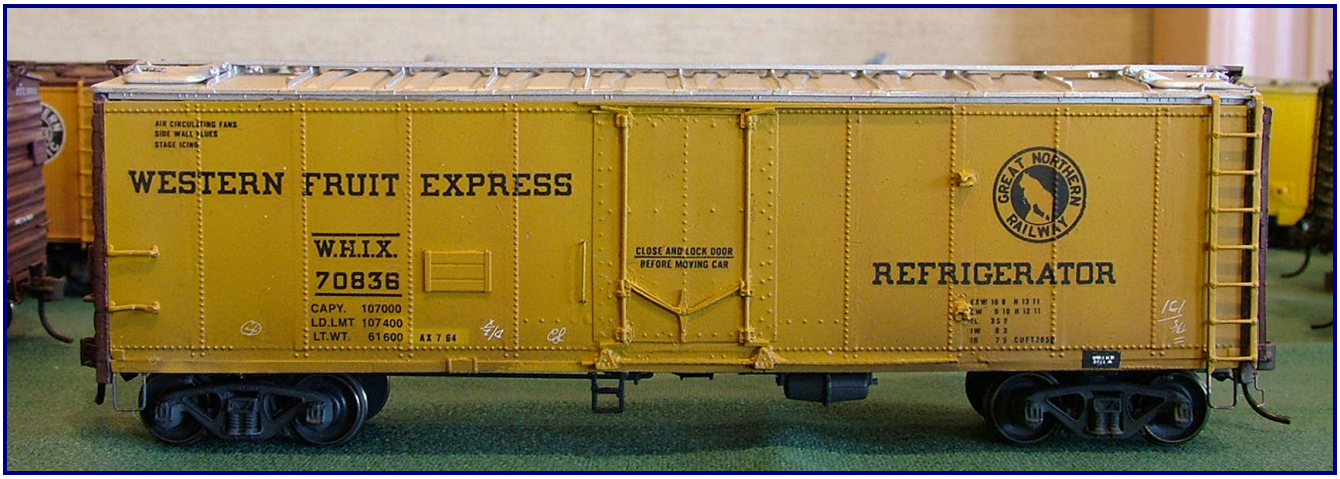
BREX 78378, Sunshine Models HO scale model by Eric Thur.



BREX 76307, HO scale plug door reefer kitbashed from Intermountain PFE Class R-40-25 model by Stan Rydarowicz.



FHIX 41208, HO scale plug door reefer kitbashed from Intermountain PFE Class R-40-25 model by Stan Rydarowicz.



WHIX 70836, HO scale plug door reefer kitbashed from Intermountain PFE Class R-40-25 model by Stan Rydarowicz.

Acknowledgements
Paul Backenstose, Jim Dalberg, Keith DeVault, Dave Pfeiffer, Stan Rydarowicz, Eric Thur.

WHY ARE BURLINGTON AND GREAT NORTHERN REEFER MODELS IN *THE B&O MODELER*?

BY: BILL WELCH

EXCERPTED FROM "THE WOOD SHEATHED CARS OF THE FGEX/WFEX/BREX FREIGHT REFRIGERATOR FLEET: 1940-1953", *THE B&O MODELER/THE KEYSTONE MODELER/THE SEABOARD – COAST LINE MODELER* SPECIAL ISSUE, FEBRUARY 2008

At first glance, Fruit Growers Express (FGEX), Burlington Refrigerator Express (BREX), and Western Fruit Express (WFEX) appear to be three separate companies. From the car ownership point of view, that is true: FGEX was owned by twenty railroads in the south and east *[including the Baltimore & Ohio – Ed.]*, while WFEX was owned by the Great Northern Railroad and BREX by the Chicago, Burlington and Quincy Railroad. Both the BREX and WFEX declared who owned them with corporate heralds emblazoned on the car sides, in case there should be any confusion.

But ownership and operation are two different things, and it was the way that these three companies *operated* that requires we look at them as one entity. Despite their different reporting marks, in 1928 H. B. Spencer was the President of FGEX, WFEX, and BREX. Each was audited by C. A. Finney while R. R. Cooke served as "Treasurer" and F. E. Evans was the "Superintendent of Car Service" for each of the three principles. If you had to report the movement of a BREX reefer, you sent that report to Mr. Evans. If you had to ice a WFEX reefer, you sent that bill to Mr. Finney. If you had a balance to pay on a shipment made in a FGEX reefer, you sent that check to Mr. Cooke. All of these people worked in Washington, DC, first at the Munsey Building, and later at 1101 Vermont Avenue where the Fruit Growers, Western Fruit, and Burlington Refrigerator Express Companies were all headquartered.

In fact, Western Fruit Express and Burlington Refrigerator Express were formed in 1923 and 1926 respectively so they each would have access to a larger number of refrigerator cars. Likewise, Fruit Growers Express wanted to work with these companies because it meant more cars would be available to them when crops were being harvested in the territory it served. In turn, all three benefited from access to larger markets and having their cars used on a more year round basis.

If you were growing peaches in South Carolina, tomatoes in Georgia, or oranges in Florida and were served by one of the railroad owners of Fruit Growers Express, the Atlantic Coast Line, Southern Railway, or Florida East Coast let's say, it would not

necessarily be reefers with only FGEX reporting marks that were sent to meet the local agent's request for cars. Conversely, if you were growing potatoes in Oregon, it was not only WFEX cars that would be spotted for loading. Rather, the odds were that the reefers spotted would have born a combination of FGEX, WFEX, and BREX reporting marks. In other words, the cars owned by each of the three companies *operated* as one fleet.

PLANNED FOR NEXT ISSUE

MODELING B&O'S CLASS N-0 WAGON TOP HOPPER

THE DON ADAMS COLLECTION – SOME MODELS OF HISTORIC B&O EQUIPMENT

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